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[a1545]

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[a1540]

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**DEATH.**  
On the 10th April, on board the *Hygiea*, WILLIAM FRANK BARNSEY, manager of Kowloon Gas Works, aged 32 years. (1888)

## The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th APRIL, 1904

We brought yesterday the account of the Russo-Japanese negotiations, as it appears in the Japanese official Correspondence, down to the point when Japan consented to transfer them to Tokyo and Russia sent in her counter-proposals. We may now resume. The main lines of Russia's proposals, presented by Baron ROSEN on the 3rd October last, and stated to be sanctioned by the Tsar, were the mutual engagement to respect the independence and territorial integrity of Korea (only), while instituting a neutral zone in Korea north of the 39th parallel, and the recognition by Japan of Manchuria and its littoral as in all respects outside her sphere of influence. Japan began discussion, taking the two sets of proposals as the basis, but immediately presented amendments to Russia's suggestions, reintroducing the matter of China's sovereignty and territorial integrity in Manchuria and extending the neutral zone on both sides of the Korean-Manchurian frontier. Russia accepted the latter proposal *ad referendum*, but refused to entertain the other. On the 30th October Baron KOMURA presented to the Russian Minister at Tokyo Japan's definite amendments to Russia's counter-proposals, which were really only a restatement in more regular form of the first amendments. Next day Baron ROSEN called and stated that the amendments were beyond his instructions, and that he would telegraph them to his Government. Baron KOMURA, informing Mr. KURINO of this, asked him to explain that Japan could not understand the reason for excluding China from the engagement, as

Russia proposed. On the 2nd November the Japanese Minister saw Count LAMSDORFF's deputy, who started by saying that, in his personal opinion, Japan was making the same demands as before, and that they were too great; he added that the Count would return to St. Petersburg at the end of the week. On the 12th of the month Count LAMSDORFF himself received Mr. KURINO, whom he told that Baron ROSEN had been ordered by the Tsar to examine Japan's last proposal with Admiral ALEXIEFF and make modification if necessary. He also told him that Russia's objection related rather to the form than to the substance of Japan's proposal, whereon Mr. KURINO reasonably replied that it was deeply to be regretted if an understanding could not be reached merely because of the failure to find a suitable formula to bring the Russian and Japanese Governments to an arrangement. On the 20th November Baron ROSEN informed Baron KOMURA that Admiral ALEXIEFF had already forwarded the counter-proposals to St. Petersburg, but that he (Baron ROSEN) had not yet received any instructions on the subject. Mr. KURINO was told to represent Japan's anxiety for "all possible expedition." Unhappily the Tsarina's ear became inflamed at this juncture, and the Tsar, when he had in his hands the modifications proposed by Admiral ALEXIEFF, could not attend to any business. Count LAMSDORFF was to have had audience of the Tsar on the 25th November, but the Tsarina's sickness continued, and when he received Mr. KURINO on the 3rd December he was still without that audience. Indeed he explained that "Saturday was the *fete* of the Crown Prince, no business is transacted on Sunday, and he would be occupied with other affairs on Monday." He expected the audience on Tuesday, and promised to let the Japanese Minister know the result the next day. We find nothing about this audience in the Correspondence, but Mr. KURINO wrote on the 9th December that he had been told that day by Count LAMSDORFF that an Imperial order had been sent to Admiral ALEXIEFF and Baron ROSEN to continue negotiations in accordance with the counter-proposals of the Admiral; Russia's propositions would be officially communicated in two or three days. On the 11th December, accordingly, Baron ROSEN called on Baron KOMURA and presented Russia's new counter-proposals to Japan's definitive amendments of the 30th October. Practically Russia made no change of attitude, still leaving China out of the agreement (the word "Manchuria" was not even mentioned) and fixing a neutral zone in Korea alone. Baron KOMURA patiently replied, on the 26th December, that he hoped the Russian Government would reconsider its position with regard to the inclusion in the proposed understanding of all regions in the Extreme East where the interests of the Empires met; and he sent to Mr. KURINO a Note Verbale to hand to Count LAMSDORFF, amending Russia's latest proposals, but not in-ter-fering any specific statement about China or Manchuria. On the 23rd December the Russian Minister of Foreign Affairs said that he would do his best to send the Russian answer at the earliest possible date; and, on the 1st January, that Baron ROSEN would soon be instructed to proceed with the negotiations in a friendly and conciliatory spirit. On the 6th Russia's reply was handed in at Tokyo. This rejected Japan's amendments, and stated that Russia was prepared to include in the agreement an article of the following tenor:—"Recognition by Japan of Manchuria and her littoral as being outside her sphere of interests, while Russia, within the limits of that province, will not impede Japan nor other Powers in the enjoyment of rights and privileges acquired by them under existing treaties with China, exclusive of the establishment of settlements." In a week's time Japan answered by proposing such modifications as to restate almost her original demands, bringing back in particular "the integrity of China in Manchuria." On the 23rd January Mr. KURINO was instructed to sound Count LAMSDORFF on the probable nature of Russia's reply, and this he did next day, when the Count was "not inclined to enter into details," "expected to lay his views before the Emperor on the 26th," and "hoped to be able to send an answer before long." On the 26th Baron KOMURA telegraphed protesting against a further prolongation of the present state of things as calculated to accentuate the gravity of the situation. Count LAMSDORFF then told Mr. KURINO that Admiral ALEXIEFF's opinion would soon be received by telegraph; and meanwhile he complained that, according to reports from official sources, Japan had sent a considerable number of troops, munitions, and war materials to

Corea, an action which had caused "a very bad impression." Baron KOMURA immediately telegraphed to his Minister at St. Petersburg, denying the allegation and asking whether the report of Russian concentration on the Korean frontier was true. The same day (the 28th January) Count LAMSDORFF said that he did not believe the report in question was true, and remarked that "such newspaper reports are very regrettable." Japan's patience was now nearly at an end. On the 30th January Baron KOMURA instructed Mr. KURINO to state that the Japanese Government "wished to know whether they would be honoured with the reply" [of Russia] "at the date mentioned by Count LAMSDORFF, namely, next Tuesday" (the 2nd February). "or if it were not possible, what would be the exact date on which the reply would be given." Count LAMSDORFF was "desirous to send an answer as quickly as possible; but the question was a very serious one and was not to be lightly dealt with." It was not possible to him to give the exact date, as it entirely depended upon the decision of the Emperor. Japan waited four days, and then, on the 5th February last, sent through Mr. KURINO her memorable Note in which she stated her intention of seriously considering what measures of self-defence she was called upon to take. "The Imperial Government," stated the Note, "have no other alternative than to terminate the present futile negotiations." A study of the Correspondence will certainly not lead the reader to condemn Japan's use of the word "futile." In the afternoon of the same day Baron KOMURA instructed Mr. KURINO to announce his withdrawal from St. Petersburg, while at 5.15 p.m. the Japanese Foreign Minister received a telegram from St. Petersburg, in which Mr. KURINO stated that he had been told by Count LAMSDORFF the previous night that the substance of the Russian answer had just been sent to Admiral ALEXIEFF to be transmitted to Baron ROSEN, that Admiral ALEXIEFF might happen (!) to introduce some changes so as to meet local circumstances, but in all probability there would be no such changes. What was the substance of Russia's answer before or after Admiral ALEXIEFF's revision we do not know; but we may imagine from the previous course of negotiations how far it was likely to meet Japan's wishes. The Correspondence closes with Mr. KURINO's telegram of the 6th February, announcing that he had presented the Japanese Notes to Count LAMSDORFF and was withdrawing from St. Petersburg on the 10th of the month. Such is the Japanese case; the Russian we need not expect ever to hear.

Owing to pressure on our space, several letters are unavoidably held over.

According to *L'Echo de Chine*, it is announced from St. Petersburg that King Edward has the intention of intervening after the war to regulate the difficulties actually existing between Russia and England.

The visitors to the City Hall Library and Museum for the week ending the 10th April, 1904, were 189 non-Chinese and 60 Chinese to the former, and 44 non-Chinese and 1,574 Chinese to the latter institution.

A despatch dated Calcutta, March 24, says:—"The plague mortality is once more increasing seriously in Upper India. The Punjab last week had ten thousand deaths and the United Provinces nine thousand."

At Kuala Lumpur, on the 29th March, the Selangor Chinese Chamber of Commerce was inaugurated. Mr. Loke Yew was elected President, Messrs. Chow Sow Lim and Loke Chow Kit, vice-presidents, and Mr. San Ah Wing Secretary.

We are requested to call the attention of our readers to the last ball of the season given under the auspices of the R. A. O. B., particulars of which will be found in the advertisement columns of this issue. The Band of the Sherwood Foresters will be in attendance and dancing will be kept up during the hours of 9 to 3. If the previous dances can be taken as a criterion we can safely predict a most enjoyable evening to all or any who may avail themselves of the opportunity.

The Paris correspondent of the *Times* writes:—"Having been present at the Hague during the Peace Conference, I may, perhaps, be allowed to express the personal opinion that M. Muraviev's closing speech after the Venezuela arbitration was not in harmony either with the spirit in which the Tsar convoked the conference or with the proceedings of the conference itself. M. Muraviev says that questions of an essentially political order will remain foreign to arbitration. Then why did he introduce the burning political question of the day in his closing address? Allowance may be made for the patriotic feeling to which he refers, but as long as he held the position of president he could not, or at all events he ought not, to have expressed his mere personal views. In doing so he risked compromising, not only the useful work that had just been accomplished by The Hague Tribunal, but the whole cause of arbitration to which the Tsar gave such a powerful impetus by proposing The Hague Conference."

The *ss. Atchean*, just arrived from Australia, reports plague at Sydney.

A fatal Chinese plague case was reported yesterday, the victim being a workman at the new disinfecting station in Kowloon.

The well-known Colonel Marchand (who, it will be remembered, was attached to General Voyron's staff during the occupation of Peking by the Powers) has contributed to the *Matin* his reminiscences of the late Field-Marshal Von Waldersee. The latter manifested towards the French officer the liveliest sympathy, and often, says Colonel Marchand, when he had to take a decision and hesitated between the German and the French point of view, ostentatiously chose the latter. The Field-Marshal regarded the French colonial infantry unfavourably, owing to their undisciplined aspect. Colonel Marchand several times sought to reveal to the German officer the extraordinary qualities "for purposes of war" possessed by these French troops, but their conduct in garrison required the constant intervention of the court-martial, and it was impossible to destroy Count von Waldersee's prejudice against them. On the other hand, the Zouaves and the regiments of the line aroused his keen admiration. Count von Waldersee was too much of a diplomatist to make any forecasts as to the present conflict, which was already discounted at Peking. He confined himself to the defence of purely German interests. His great object was to make Chili a sort of *Hinterland* of the German sphere of interests in Shantung, and only the reiterated protests of the Russian Embassy in Berlin prevented this.

## THE KOWLOON FIRE.

A visit to the scene of the Kowloon fire yesterday was sufficient to show the seriousness of the disaster which had occurred. In the Police Basin to the east of the godowns that were destroyed great beams of wood were scattered about, having been blown into the air and thrown in some instances one hundred yards away. It was not until yesterday that the fire was ultimately got under. Even as late as last evening the buildings were still smouldering. Gangs of coolies were engaged in carrying out from the godowns debris consisting of matches, crackers, salt-petre, bottles of oil, tins of kerosene, opium and various kinds of acid. It appears that the three godowns which were destroyed were used for the storage of dangerous, inflammable goods. Insurance, it is said, covered them under the South British Company, and some dozen insurance companies are stated to be involved in liability for the goods stored in the godowns. No proper conception can be gathered of the extent of the damage; it is variously estimated at from \$500,000 to \$750,000, though it may turn out to be much less than the lower of these figures. During the progress of the fire the Chinese employees of the Company were rather intimidated by the occasional explosions that took place, and did not wait to help in the work of getting the flames under control. Too much credit cannot be given to the Fire Brigade and the Bluejackets who assisted them in fighting the fire.

We learn that the fact that spirits were not served to the men and others engaged in putting out the fire at Kowloon on Sunday was not due to neglect; but, while hot coffee, sandwiches, etc., were distributed to all the men at 5 and 11 p.m., spirits were not served out, as it was doubtful whether the naval authorities would approve. This of course puts a different complexion on the matter.

## LEAVITT'S TROUBADOURS.

Last evening Mr. M. B. Leavitt's Troubadours opened a short season in the City Hall the entertainment that they put up was remarkably clever and was witnessed by a very large crowd of spectators. Many of the "turns" were capital ones. Mr. Will Lamsdowne did better than well in his baritone selections; Mademoiselle Lenore made her classic poses very attractive; Mr. Geo. Victor Leydall made a capital appearance as a comedian, vocalist and dancer. Miss Violet Chard as a song and dance sobriety; while the Zancigs (Professor and Madame Zancig) gave a first-class display of thought-reading and hypnotism. The performance concluded with a comedy entitled "A Busy Day in a Theatrical Agency" which kept the audience in roars of laughter. The public of Hongkong cannot do better than visit the Troubadours' performance.

There will be a special Matinee next Saturday at half prices giving the ladies and children an excellent opportunity to attend the entertainment.

## ALLEGED WASTE OF WATER.

It is alleged that the Disinfecting Station near No. 2 Police Station is washed out with water from the mains about twice a week. This is a great waste of our limited water supply, and, especially considering that there is seawater about 50 yards away, there is no excuse for it. It is also said that water from the press-button fountain in the same vicinity is used for cleansing surface channels, while the Chinese who come to this place for water for cooking purposes are warded off. This is a matter worthy of investigation by the D.P.W.

## NAVAL NOTES.

H.M.S. *Blenheim* has again left the harbour. H.M.S. *Humber* has arrived. A German transport is expected to-day with 1,000 men, some being soldiers for Kioochou, others sailors for the station.

## TELEGRAMS. HONGKONG AND THE LUKBAN CASE.

### "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

## THE WAR HUMANE TREATMENT OF RUSSIANS IN JAPAN.

Kobe, 11th Ap., 3.30 p.m.

Three Russian sailors from the Chemulpo fight passed through Kobe from Matsugama on Saturday. The Governor of Kobe gave the men parole, and presented each with a walking-stick and some cigarettes, while his wife presented them with several articles. The men speak highly of their treatment in Japan.

They have now left by the M. M. steamer *Salacie* for Shanghai.

The Empress of Japan has presented artificial limbs to three wounded Russians, whose legs had to be amputated.

### "VARYAG" RAISED.

Kobe, 11th Ap., 7.20 p.m.

It is reported here that the efforts to raise the Russian vessel, *Varyag*, which was sunk in the action off Chemulpo on the 9th February, have been successful.

## RUSSIAN WARSHIPS LEAVE PORT ARTHUR.

LONDON 11th Ap., 11.15 a.m.

According to information from St. Petersburg the Russian Squadron has left Port Arthur.

## JAPANESE TROOPS CAPTURED.

LONDON, 11th Ap., 11.15 a.m.

It is stated at St. Petersburg that Japanese transports with troops have been captured.

## GENERAL NEWS.

### TURCO-BULGARIAN AGREEMENT.

LONDON, 11th Ap., 11.15 a.m.

The agreement between Turkey and Bulgaria has been signed.

### REUTER'S SERVICE.

### TURKEY AND BULGARIA.

LONDON, 9th April.

The Turco-Bulgarian agreement has been signed after prolonged negotiations, which at one time threatened to result in a rupture of relations.

### THE ANGLO-FRENCH AGREEMENT.

LONDON, 9th April.

The Anglo-French agreement, in regard to Siam, states that France and Great Britain recognise the respective spheres of influence established by the treaty of 1896, but explicitly guarantee the integrity of Siam and the maintenance of the *status quo*.

### AN AL FRESCO FETE.

An *al fresco fete* in aid of the orphans and invalids of the Italian Convent was held in the compound of the Roman Catholic Cathedral on Sunday evening from 9 to 11 p.m. There was a big concourse of people, and the business done at the various stalls was apparently very brisk. That the *fete* was successful financially we hope, as it was a joyous to those that were there. We do not know the proceeds of the sale, but judging by the business done, a large sum was collected for this deserving institution, which has been dispensing charity in Hongkong for a great number of years. The band of the 110th Mahatras Light Infantry, by kind permission of Colonel Birdwood and the officers, was present and enlisted the proceedings by a select programme of music.

Perhaps many in Hongkong know but little of the "Lukban Case," now awaiting decision at Manila, though it is closely connected with this Colony. It is alleged that Ricardo, a Filipino general, who fought against the Spaniards, and subsequently against the U.S. troops, was assisted to return from Hongkong to the islands by Dr. Justo Lukban. In days past, Ricardo, after prolonged fighting, was captured by the Americans, and, refusing to take an oath of allegiance, was exiled from the Philippines. For some time he remained at Hongkong, where he managed to keep body and soul together by more or less humble occupation. In the middle of December last he returned to Manila on board the Indo-China steamer *Loong Sang*, the quartermasters, apparently, assisting him. The quartermasters are now under arrest at Manila. According to the evidence of Jose Muñoz, Ricardo arrived at Manila at the request of his lieutenants. By their financial aid he remained there for more than two weeks, and during that time he appointed a number of generals, among whom were Isidoro de los Reyes, Pio del Pilar, Justo Lukban, Vicente Lukban, and Cayetano Lukban, Ruiz, who remained in Hongkong, was to fill the position of Secretary of War. Another witness, Soavella, a detective, testified that several meetings were held in which the defendant decided to bring Ricardo to the islands for the purpose of carrying on another revolution, and that Dr. Justo Lukban, when he returned to Hongkong, furnished Ricardo with financial aid. He also stated that there were present at the meeting Mariano Noriel and Dr. Gomez, and that Pio del Pilar was interviewed as to the advisability of the move, and arrangements were made to confer with Malvar and several others.

Dr. Justo Lukban is now at Hongkong, and has been interviewed by a *Daily Press* representative. He left Manila for Japan in September, the climate not agreeing with him. The charge was made during his absence. After a pleasant sojourn at Tokyo and other places in Japan he came to Hongkong and set up in practice, thinking this Colony healthier for him than the other port. When the charge was made in January his two brothers were arrested, only being released on putting up a bail of \$5,000 gold each. Dr. Lukban declares that the charge is false. Soavella has never been in his house, and was only known to him on one occasion when he went to visit Soavella's mother, then ill. Mariano Noriel was known by name only to Dr. Lukban; he had only met Pio del Pilar once, and that time at Aguinaldo's palace. Dr. Gomez belonged to the Nationalist party, whereas Dr. Lukban does not believe in the Nationalist, but belongs to a Democratic party now in formation. Dr. Lukban did not conspire with Ricardo, or give him any money. When Ricardo went to Manila Dr. Lukban was in Japan.

### INTERESTING ENQUIRY AT HONGKONG.

#### THE CAPACITIES OF RATS.

Enquiry was held before Mr. H. H. J. Gompertz into the circumstances of a fatal accident which occurred in the No. 1 Dry Dock of the Hongkong & Whampoa Dock Co.'s Hongkong establishment, on the 28th inst. Mr. H. W. Locker, solicitor, of Messrs. Deacon, Looker, and Deacon, appeared for the Dock Company. The *ss. Tremont* was in dock at the time, and the wire ropes attached to the shores and made fast aboard the ship were let go. According to the evidence of an European shipwright the doctor who was to give the ship a clean bill of health for the United States authorities at Manila objected to ropes being fast on ships when he inspected them, as rats could thereby find a means of getting aboard, and the doctor was about to make an inspection aboard the *Tremont*. Witness personally did not think a rat could climb up 20 feet of half-inch wire rope. If the vessel did not comply with the wishes of the doctor, and was unable to get a clean certificate, she might have to undergo 15 days' quarantine at the other end. He gave orders to set up the wedges before letting go the ropes, yet some time after this had been done and the ropes removed one of the shores, perhaps working loose with the vibration caused by chipping hammers, fell down. In its fall it struck a stage, which it broke, and a man working on the stage fell to the bottom of the dock and got a fractured skull. An aged Chinaman who had been for many years an employee of the Dock Co. gave evidence that it had only been customary to sometimes let go these ropes during the past three years; before that they were never let go. A P.C. sworn said that when he visited the dock in question shortly after the accident the shore ropes had again been made fast. Mr. Gompertz said he would represent to the Government that it would be impossible for such occurrences to take place if the ropes were not removed.

### DEATH OF AN EUROPEAN.

Yesterday afternoon there took place at the Happy Valley the funeral of William Frank Bamsey, manager of the Hongkong and China Gas Company, Kowloon. Mr. Bamsey was a one time a well-known and popular member of the Hongkong Volunteer Force, in which he held the rank of Sergeant; he was also a member of the Victoria Recreation Club, where he enjoyed the deserved reputation of being a good sport and companion. He died on board the hospital-ship *Hygiea* from small-pox. Mr. Bamsey's father was formerly manager of the Gas Company at West Point, having served in that capacity for 28 years; he is presently in England. Mr. Bamsey leaves a widow and three young children. His funeral yesterday afternoon was attended by a large number of his friends and acquaintances.



## WAR NOTES.

## OPERATIONS NEAR THE YALU.

The N.C. Daily News publishes the following despatch dated Tokyo, 6th April:—The Russian troops who were in the Wija direction have recrossed the Yalu. It is believed that the Russians on the Kiuilung-Antungshan line are not the "enemy's" main force, and naturally any engagement that may take place in that direction may not be decisive, but it will encourage the subsequent grand operations. The Russians are constructing entrenchments at different points on the Yalu and Tuman rivers, among other places, but they are all apparently incomplete, and should one point be broken by the Japanese, the enemy will have very serious difficulty in effecting mutual reinforcement. The general thawing of the ice on the Yalu and the muddy state of the roads cannot but impede prompt operations, but it is believed that this will not affect the Japanese plans.

## NEWCHWANG.

The U.S. gunboat *Helena* arrived here yesterday from Newchwang, says the N.C. Daily News of the 7th inst. She left Newchwang on the morning of the 3rd instant, after a stay there of five months, and these on board say that they have had a very good time during their sojourn there. Everything was quiet in Newchwang when the *Helena* left, and there were seventeen vessels in port. H.M.S. *Exiguë* was to come out of dock on the following day and would probably also take her departure, it being thought best by the commanders of the two men-of-war to leave and let the Russians and Japanese fight out their struggle for supremacy. All women and children had been advised to leave, and the railway officials were ready to depart at very short notice. The only other man-of-war in harbour was the Russian gunboat *Sivoutch* (950 tons displacement and 1,125 indicated horse-power), which was expected to come out of dock on the 4th instant and was to be used as a floating battery. In the opinion of our informant it was very improbable that Newchwang could withstand any serious attack. Mines were to be laid in the harbour and a new fort was in course of erection on the east bank of the river about two miles above Newchwang and opposite the railway terminus. With this exception there is only the old fort, with no larger guns than 5-inch, and there has been little or no target-practice, the guns having been fired once only in the last few months. A couple of Japanese gunboats could easily demolish both forts. There were about 10,000 troops in Newchwang and the vicinity, and it was reported that there were 40,000 Russian troops south of Monkden, but the latter number is thought to be greatly exaggerated. The railway as far as Tashichiao junction was practically under the absolute control of the Russians, who had officials aboard every train and at every station. It was expected that the port would be attacked by the Japanese immediately the ice broke up, and the Russian General in command of the forces south of Monkden, who was in Newchwang, was of the same opinion. News from Peking, however, was to the effect that the Japanese were not at all likely to make an attack upon Newchwang for some time yet.

## RAILWAY WORKERS IN RUSSIA.

A Russian Imperial Ukase issued in March places the Samara-Slatonsk Railway line and the Siberian Railway under martial law in order to ensure the safety of the traffic. This measure was due to an incident which occurred near Syzran station. Three Japanese, disguised as nuns, were arrested there by the gendarmes and railway guard. They had attempted to blow up the huge railway bridge over the Volga by means of mines placed underneath the bridge. These mines were, however, carried away by the current and exploded further down stream. The Japanese refusing to make any statement, their sentences were deferred in order to ascertain if they had any accomplices among the railway personnel.

## RUSSIAN JEWS AND THE WAR.

The St. Petersburg correspondent of the *Aurore* (Paris) publishes some curious particulars of the turn taken by Russian official anti-Semitism in the war preparations. He says that the Minister of the Interior has claimed for himself the privilege of partially revising the list of reservists to be called up. He points out the enormous percentage of Jews sent to the front. It includes most of the doctors of the Jewish persuasion in St. Petersburg. Thus, out of 180 medical men who left at the beginning of the month no fewer than 110 were Jews. This measure was taken for two reasons, although against the wish of the Minister of War. One reason was that the Jewish *avant-garde* are all supposed to be Liberals, and their presence in Russia in critical times is considered undesirable. The other motive is that respectable and interested influences were brought to bear on behalf of certain non-Jewish practitioners, who are only too glad thus to get their Jewish rivals out of the way. The families of Jewish reservists are the objects of vexatious measures on the part of the authorities, who expel them from the large towns and oblige them to take refuge in the ghettos reserved for Jews. The Jewish doctors sent to the Far East are deprived of part of their emoluments and only receive 900 roubles (400) for travelling expenses, whereas the Christians get 1,250 roubles (412½). The correspondent speaks of the pressure brought to bear on those Jews whose presence is tolerated outside the radius of the ghettos by subordinate officials and police agents, who claim "voluntary contributions" for the Red Cross, the naval fund, and other institutions. His concluding remark is that, according to general opinion, M. de Plehve's power at present amounts to an irresponsible dictatorship which is scarcely of a nature to pacify public feeling.

## MARQUIS ITO IN COREA.

[FROM OUR SPECIAL CORRESPONDENT.]

Chomulpo, 17th March.

The scene at Chomulpo to-day, when Marquis Ito arrived, consisted chiefly of sunshine and dust, surprises and laughter. The sunshine began early and held its own throughout the day. Korea is one of the brightest, sunniest lands in the world; not to excess—not baked dry and burned fiercely like Egypt, nor changing every half hour like Japan, not smothered in hideous dust-storms from the great deserts, like North China, nor steaming with unwholesome humid heat like the Philippines, but just as ideally genial a climate as I have ever known, in many years of wanderings.

Marquis Ito came in the *Hongkong Maru*, a large mail steamer belonging to the Toyo Kisen Kaisha, running between Hongkong and San Francisco. She had been converted into a cruiser, painted gray and armed with four quick-firing guns, 4.7 inch, and some machine guns; her business was to be the chasing of the Russian Volunteer Fleet steamers, but there are now none to chase, at least none east of Suez, so the *Hongkong Maru* has now no special use for her 19 knots speed, and will probably soon resume her peaceful and money-making pursuits. Meantime her guns have nothing more to do than fire salutes. As Marquis Ito comes in the special capacity of Imperial Envoy representing the Emperor of Japan personally, that is to say, not as a mere Minister, a royal salute was accorded him by the foreign warships in Chomulpo, and was returned by the *Hongkong Maru*. No Korean salute was fired, as the Korean navy, consisting of one refurbished merchant steamer, has no guns.

All Chomulpo turned out to see the great man from Japan come ashore, and about half of the Japanese and foreign diplomatic and other officials in Seoul had come down to meet him, in their important clothes, and some silk hats. Freck coats and silk hats look very incongruous among the varied and picturesque costumes of the Far East, and probably the Korean coolies, in their voluminous bundle of dirty-white cotton wrappings and preposterous hat, thought our Consular and diplomatic dignitaries looked perfectly outlandish.

There was a company of about 200 Japanese soldiers drawn up at the jetty as a guard of honour. They looked quite at home and stolidly businesslike. Their uniform, black with yellow facings, looks neat and attractive to the eye, but something less attractive to the enemy's marksmen would be better for field service. The Japanese troops have a sort of khaki uniform for summer, but in winter they wear only these vivid colours.

There was also a small squad of Japanese cavalrymen of the Imperial Guard, dismounted, in their bright red uniform. Like the infantry, these men looked very placid and matter-of-fact. There was not a trace of swagger or of roughness about any of them.

Further back from the jetty, the road was flanked by Japanese school children, boys on the right, girls on the left, about 200 of each, and not a clean-wiped nose in the whole lot. Some say the Japanese believe a sloppy nose is a sign of health in children. Certainly it seems so.

Behind these gaily-dressed rows of merry little tots there were crowds of solemn, sheepish-looking Koreans, tier on tier of them, up the face of a steep little hill overlooking the road from the jetty into the town. If I were asked about the feeling of the Koreans on the subject of Marquis Ito's mission, I should say they did not feel at all. If there is any Korean who really cares much about anything in the world, I have never seen him, and I really have seen many Koreans since ten years ago. The crowd to-day showed a casual curiosity, nothing more; here was something to see, something to warrant a cessation of all work (though they seldom require a warrant), but I do not think the Koreans at large cared a straw about the momentous event or its significance.

The streets of the Japanese settlement were hung with banners and mottoes, simple in the extreme, and most of the Japanese buildings, especially the consulate, post-office, railway station, shipping companies' offices, and principal shops, were similarly decorated.

On the jetty itself, about 11 a.m., stood a small knot of principal personages: Minister Hayashi and his secretary, the whole Japanese Consular staff of Seoul and Chomulpo, about a dozen army officers, and a few civilians, merchants and so on. There were also about a dozen foreigners scattered about, nearly the total number of Chomulpo, including the British and Chinese Consuls. No other country has a Consul here; Russia had one, but on the outbreak of hostilities he was suddenly panic-stricken, and ran down to the Japanese Consulate, begging to be protected. This sounds like a "yarn," but it is not. Of course he was perfectly safe and would not have been even asked to take down his flag; the Russian Consul at Fusan stayed at his post till the end of the month, and left of his own accord, being unexceptionally treated up to the time of his departure.

The most prominent feature of the whole bright scene here to-day was a gorgeous sedan chair which the Emperor of Korea sent down from his place at Seoul, for the conveyance of the august person of the Japanese Emperor's special envoy. The chair was upholstered in primitive vermilion and peacock blue; none of your half-hearted medium tints, but plain outspoken colours that could make themselves heard and felt. The shape of the chair was about the same as the ordinary sort seen in pictures of Old London.

This vehicle was to be carried on the shoulders of eight sturdy Korean bearers, dressed in a kind of uniform. All Korean dresses look like very loosely tied bundles; no form, no shape, no fit, no pattern, just big slack masses of

cotton-cloth. The dress of these bearers may be called "uniform," because it was distinctly less slack than most, and had a sash round the middle. And the hat was a trifle more babyish in size and style than the usual Korean hat.

Besides the group of important persons on the jetty, there was a very humble one, though from some points of view as important as almost any—a photographer. He was a struggling local artist, who had never seen any good chance like this for a long time, so he was very anxious to get a good view. It was an awkward place to manoeuvre a camera, for every position that would command the landing would have the sun straight in front, and that would spoil a photo. After the man had pattered about for half an hour and at last got a fine position, to his dismay a lordly sub-lieutenant brusquely ordered him off! And here was the boat from the *Hongkong Maru* quite near the jetty now; it would be alongside in two or three minutes, and there was no chance to find another place. As the photographer looked round despairingly, I caught his eye, and on the spur of the moment took him under my protection. The name of a great English paper carries weight, and the official post from the Japanese War Office carries more, so as my employee the poor photographer was allowed to remain undisturbed in the very best position. As a matter of fact he was not in my service at all, but he gave me in gratitude the first copies of his photos, and they were far better than those I took for myself. In this case a friend in need is the mother of invention.

And then, after all, Marquis Ito did not come! When the boat touched the jetty, two natty officials stepped ashore and informed Minister Hayashi that the Marquis was slightly indisposed after the voyage, and was hurriedly equal to the task of landing at once and rushing up to the capital without a little rest. So he would tiffin on board, and would be glad if Mr. Hayashi would take tiffin with him; then they could land about three, without hurry or fuss.

This information spread from the jetty all along the lines of waiting people, up the road, and everybody just laughed, that patient, good-humoured laugh which takes the place of disappointment with Japanese. They had stood for hours, in a blistering dusty wind, eager to sing the *Kami-gayo* and to shout *Danzai*, and to get a momentary glimpse of Japan's "Grand Old Man,"—and it all came to nothing! It was a good joke on them. *Shikatanai*, it could not be helped, so they all laughed and went home.

Everybody intended to go down again to the jetty at three o'clock, but another disappointment was in store, for Marquis Ito and Minister Hayashi came ashore almost unobserved at 1:30, and simply walked off to the Consulate before anybody knew they had come. No grumpy sedan chair, no soldiers, no school children, no national anthem, no cheers, no ovation; the great man, the one on whom largely depends at this critical time the destiny of several nations, came ashore just as if he had been an ordinary mortal.

Arrived at the Consulate at 1:40, he received visitors without ceremony up to the time of his departure, 3:30. The crowd soon gathered, lining the streets thickly in the immediate vicinity, waiting to get a peep at the Marquis on his way to the station. It was mainly a Japanese crowd, quite of the usual sort, with a few soldiers here and there, a few housemaids and nursemaids with babies, and a predominance of the eternal small boy. The chief amusement of the crowd was to pass remarks on Marquis Ito's distinguished visitors as they went in and out. The Korean is a never-failing source of merriment to the Japanese; the slatternly-looking uniforms of the Korean police and military officers, designed in imitation of Japanese, are in painful, pitiful contrast. In all Asia, and perhaps in all the world, there is no nation quite so clean, neat, and spruce as the Japanese, while the Korean is the worst sloven in the world.

Herein was a good illustration of the saying that "clothes make the man." There was a striking contrast between the firm, smart step-out and the ashamed-looking slouch. The Japanese, knowing that he looks spick and span, and that the sword at his side is his friend and constant companion, almost a part of himself, is obviously blood-related of the Korean, has the same features, the same everything, yet is strangely unlike in manner and bearing, for the Korean is conscious of his own slatternliness and his whole appearance seems to say, "I know I am no credit, but I really have no energy to buck up." His very facial expression invites people to laugh at him, and he is sorry for him.

Marquis Ito received them in turn, in a quiet, unassuming, kindly manner. This caused mild surprise among the Koreans, for they thought a King Stork was coming into their frog-pond. They are not alone in this idea, for I have seen it suggested in Europe and America that Japan is likely to ride roughshod over Korea. No greater mistake could be made than to think so. Those writers who anticipate a tendency to become overbearing, or to develop "swelled head," on the part of the Japanese, do not know them. I suppose nearly all nations have their Chauvinists, their Jingoists, their Maffickers, but I am sure Japan has less of this element than most of the great nations. There is no more friendly, unassuming gentleman in the world than the Japanese of the dominant class; and their power over the masses is greater than in western nations.

As an illustration of unaffected modesty and kindness I may mention a recent incident in Seoul. I went to the Japanese Legation and asked for one of the secretaries. I was received by a quiet, pleasant man who talked with me for about an hour. I questioned him a great deal, and discussed freely, and finally I asked, "Is there any chance to see Minister Hayashi, or is he too busy nowadays, and too much bothered already by

newspaper men?" Placidly he answered, "I am Minister Hayashi; the secretary was out, so I thought I could tell you what you wished to know." This frank simplicity and willingness to do a service is a characteristic which I have found to be practically universal among the Japanese, and I have been among them, off and on, during fifteen years. High-and-mightiness is one of the rarest things among them.

Marquis Ito had no time for more than a few words with each caller. Then he entered the warm-hued sedan chair and was borne at a trot to the railway station, hotly pursued by the large crowd. The troops lined the station yard. The hurrying crowd just regained breath enough to shout one *Danzai* as the Marquis disappeared into the train, and that ended the proceedings. He settled down comfortably, in a palace car built for the Korean Emperor, and did not trouble about further goodbyes, or speeches on the platform, or bowing to the cheers, or anything. The train pulled off, and the rain came on. Towards evening there was a little snow.

## CORRESPONDENCE.

## A MATTER OF POLICE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th April.

SIR,—Probably the *tukongs* one meets patrolling the streets are valued aids in the cause of law and order—they certainly present a somewhat swashbuckler appearance, what with their long cloaks and their scabbarded swords—albeit the headgear worn by them almost invariably suggests an inverted hand-basin—and probably more or less impress their fellow-countrymen. Rumour hath it they are not invulnerable to the insinuating influences of "cumshe,"—but then Rumour was ever a lying jade! The spectacle of two of these stalwart limbs of the law pursuing their quest for unwary infringers of the Criminal code side by side impels one to a comparison between them and the Siamese twins—so inseparable do they appear. But I was somewhat surprised to learn recently that these treasured aids are to be regarded as somewhat more ornamental than utilitarian, and another example of the illogicalities resultant by reason of our pursuance of a conciliatory policy in the government of the local Chinese was afforded me. The facts, summarised as briefly as possible, were as follow:—A party of four Europeans, of whom I was one, crossed over from Yumait one evening recently by launch. On landing, finding one of our number was missing, I turned back to discover the reason. I found him surrounded by a crowd of gesticulating Chinese, and, on enquiring what was the matter, learnt that a Chinaman had been using abusive language towards him. At his request I went off to seek a *tukong*, but not till I got some way down Des Vaux Road could I discover the object of my quest. I signalled one to follow me, and both responded to the call. On reaching the landing-stage I discovered that my friend, probably thinking the affair not worth taking proceedings, had gone on, and the launch and the owner of the abusive tongue had departed likewise. An European representative of the law then approached, and inquired as to why the *tukongs* had been brought down. On furnishing him with the details, to my surprise, he informed me that I had no right to disturb these becloaked gentlemen, and that abusive language on the part of a Chinaman was not an offence for which he could be given into custody. The correct procedure was to take his name and address, and issue a summons. When I pointed out to him the fact that, not being sufficiently conversant with the local idiom, I could not possibly have done that without outside assistance, he—somewhat reluctantly, apparently—agreed, but was still strong in his contention that the *tukongs* should not have been disturbed from their placid ruminations in Des Vaux Road. As when I went in quest of them there was every indication of a disturbance, I contend my procedure was perfectly justifiable. But the point that appears to me most incongruous is that a Chinaman of the coolie fraternity may be permitted to level his invectives against an European, and yet not be liable to immediate arrest. If this version of the attitude of the law is correct, surely it would appear that we are carrying our conciliatory policy to the verge of the ridiculous.—Yours, etc.

H. W. S.

## SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th April.

SIR,—It will suffice if I state in reply to Mr. Warwick Pele's inquiries as to my age, etc., that I am no chicken, and that I am sufficiently wise, learned and experienced to form an opinion upon the subject under discussion. It will apparently interest him to learn too that I have in my time examined some other systems of shorthand besides the one I adopt, but I have to add that none have come under my notice which compared with Pitman's in its simplicity and practical usefulness. Those readers of this correspondence who know nothing of the rivalry among inventors of shorthand may be interested to know that since Pitman first introduced his system to the world 68 years ago, upwards of three hundred rival systems have blossomed and faded away like the flowers of the field, while Pitman's, like to Tomynson's brook, seems likely to go on for ever. Mr. Pele, I gather from the correspondence in the papers, has propagated his system in many lands, and it must occur to others besides myself that if there is so much virtue in the "Up-to-date" system as he claims for it, India or Australia would afford far more scope for his enterprise than does Hongkong. Mr. Pele seems to have done a lot of strenuous trumpeting in India, but I am unable to learn that even Bombay is yet

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Hongkong, 10th March, 1904.

## POLICE COURT.

Monday, 11th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING

POLICE MAGISTRATE).

A Chinaman, charged with being a member of an unlawful society, the Triad Society, at Hung Hau in this Colony on the 31st March, was sentenced to four months' imprisonment.

An Indian constable was charged with committing an indecent offence at Sha Tau Kok, Chinese territory, on the 7th inst. This is the first time, we understand, that a case alleged to have occurred in Chinese territory has come on for commitment or otherwise before a Hongkong Magistrate. As the alleged offence is said to have been committed within the ten miles radius of the Colony, the Hongkong Magistrate has jurisdiction, however. By an Order in Council, dated 23rd October, 1877, the jurisdiction of the Supreme Court of Hongkong was extended to cases occurring in any place on land being within ten miles of any part of the Colony, the said jurisdiction being in addition to and concurrent with any power or jurisdiction possessed by the Supreme Court for China or Japan or any Provincial Court under the Order in Council of the 9th March, 1865. The case was remanded.

## SHIPPING NOTES.

## WEATHER OUTSIDE.

Light variable winds between Hongkong and Singapore, except in the immediate vicinity of Hongkong where moderate N.E. wind has been experienced. Strong N.E. wind between this port and Manila, and Shanghai.

The cable ship *Burnside* left Manila for Shanghai, on her way back to the United States, a few days ago. She will undergo repairs at Shanghai which will detain her there about six days, and then she will proceed to Seattle. She is, it is understood, going to Alaska to lay cable there. The *Burnside* recently completed the repair of the Jolo-Zamboanga cable.



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Hongkong, 4th October, 1903. [28]

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## HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 8th March.  
A rough statement of the affairs of Messrs. St. Luemann and Son in Bremen, which has been prepared by a public accountant, but lays no claim to accuracy as to details in its present form, has been issued within the last few days. It appears that the principal assets consist of mining and railway shares amounting in round numbers to 16 million marks, which are hypothecated in London and elsewhere, and are not likely, when realised, to yield a surplus of consequence. About two million of these securities belong to clients of the firm, who will therefore rank on the estate for that amount. Other assets are estimated at about M. 850,000, out of which the cost of the liquidation will have to be defrayed. The liabilities, including the above M. 2,000,000, come to about M. 7,500,000, so that the dividend is not likely to exceed 2s. in the pound. Irregularities have so far not been discovered. The official liquidator has in accordance with the law in its present form been obliged to disallow claims for differences on transactions in futures to the extent of 2,800,000—a glaring illustration of the injustice of the "Borsegesetz," and it is hoped that so flagrant a case will help to pass the bill for the amendment of the law which is, after all, to be introduced during the present session of the Reichstag. The provisions of this bill are vague and somewhat ambiguous, leaving plenty of loopholes for dishonest debtors. The plea of gambling is not entirely expunged, nor is the Borseregister abolished, but, subject to certain restrictions, firms entered on the commercial register (Firmenregister) and persons who habitually frequent the Stock or Produce Exchanges will no longer be permitted to repudiate liabilities arising from transactions in "Futures." Specific payments against losses on contracts still pending shall not be recoverable at law, nor shall claims for money or securities lodged with a banker or merchant as margins be entertained after the expiration of six months, or in cases where the account has been definitely closed.

Perhaps Government did not deem it expedient to be more explicit for fear of scaring the upholders of the Borsegesetz as it stands from the very outset and are now relying on the introduction of further amendments in committee and during the debates for a remodelling of the present law in accordance with the wishes of the commercial world.

An attack by one of the Cabinet Ministers on the bottled beer trade has called forth a reply from the Deutsche Volkswirtschaftliche Correspondenz, in which statistics of the last fourteen years are adduced as evidence that an increase in the consumption of beer is invariably attended by a marked decline in that of spirits. These figures show an increase of 16 per cent. in the use of the former and a decrease of 11.9 per cent. in that of the latter. In Bavaria the proportion of beer to spirits per head of the population is 245 litres to 0.8 L., in Wurtemberg 184 to 0.6, and in Prussia 105 to 3.7. If in order to be able to include wine-growing France we add the consumption of wine to that of beer, we obtain the following figures:—  
Great Britain ... 146.7 L. beer & 8.4 L. spirits  
France ... 125.4 " " 12.4 " "  
Germany ... 112.5 " " 13.2 " "  
Denmark ... 34.3 " " 26.7 " "  
the last named country furnishing most striking evidence of the truth of the theory advanced. The paper concludes from this that, instead of hampering the sale of beer in bottles by fresh police regulations, it ought to receive the support of the authorities, as beer in bottles is more handy than beer in barrels and therefore more likely to replace spirits in the household of the working classes.

In consequence of the death of Prince Heinrich, son of his brother Prince Heinrich the Admiral, the Kaiser has put off his departure for the Mediterranean until the 12th inst., when he will embark on board the *König Albert*, one of the finest boats of the North German Lloyd, which the company have placed at his disposal, for Genoa, thence to meet his yacht the *Hohenoller*.

The death of Field Marshal Count Waldersee, which occurred on Saturday evening, the 5th inst., and of which the telegraph will have apprised you, will throw a certain gloom over the beginning of the trip, as he was a great favourite with the Emperor. Count Waldersee will be remembered by your readers as commander in chief of the allied forces during the late troubles in China. In him Germany loses one of her most experienced generals and of her ablest diplomats, for on the few occasions when he accepted diplomatic missions he acquitted himself of the task with consummate tact and with a success equal to that which attended his operations in the field.

The troubles in Hereroland are extending to other German colonies on the west coast of Africa. Anglophobe papers do not fail to lay the blame of such risings at the door of the British Government, who, they say, have, by arming the Kaffirs against the Boers during the late war in South Africa caused that feeling of inferiority to disappear which the native formerly entertained towards the white man. He now looks upon himself as his equal, if not his superior, and boasts loudly that it was through his aid alone that the war was at last brought to an end. This feeling is rapidly spreading all over the southern half of the continent, and the natural consequence of it is that the tribes, no longer fearing the whites, are anxious to try conclusions with them and to attempt to drive them out of the country.

The Lord Chamberlain's notice to theatres, music-halls, &c., to refrain from all anti-Russian demonstrations, and Lord Lansdowne's speech in the House last week, recommending discretion in all utterances on the subject of the war, meet with general approval here, but the implied rebuke contained in the Foreign Secretary's remarks for the tone adopted towards us during the Boer war is completely ignored. The Russian Press at any rate does not seem inclined to follow the example set her by her British contemporaries, for most of the articles from Russian newspapers reproduced in the German daily press are full of envy, hatred, and malice towards England.

The centenary of the British and Foreign Bible Society seems to have been celebrated more or less in all Protestant countries. It was made the subject of an address at the morning

service in the English episcopal church here on Sunday, and I believe was alluded to in most of the other places of worship. A special service was held in the evening at the "Grosse Michaelis Kirche," the chief Lutheran church, and on Monday night a meeting of all denominations took place to commemorate the event.

A centenary of a different kind, but one that should not be forgotten, also occurs this year—that of the first iron railway. I may not be generally known that as early as the seventeenth century rails were employed in some mines in Germany for trucks drawn by horses, but being of wood and therefore not very durable they do not seem to have met with much favour. In the beginning of the last century two Welsh engineers first constructed iron rails, and in 1814 the first lines were laid in some of the quarries and mines of the Principality. The names of the two men, Trevethick and Vivian, should be remembered and duly honoured, for without iron rails no steam or electric railways!

In conclusion I may mention that, according to the latest accounts, the fire in Anselm appears to have been the work of an incendiary, a man of the name of Anderson having been arrested on the charge. He was seen late on the night the fire occurred, and under somewhat suspicious circumstances on the premises of the factory where it originated and where he was employed. Further particulars have not come to my knowledge yet.

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## SHIPPING.

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April 11, ISMAILA, British str., 3381, A. E. Stubbing, Rangoon via Singapore 29th Mar. Rides for Japan.—JARDINE, MATHIESON & Co.  
April 11, KWANGLOO, Chinese str., 1,468, Lincol, Shanghai 8th April, General.—CHINESE.  
April 11, MACHAON, British str., 4,278, S. W. Long, Shanghai 8th April, General.—BUTTERFIELD & SWIRE.  
April 11, PELAYO, British str., 1,100, Brooks, Palo Sombian 1st April and Singapore 4th, Poterleum.—ORDER.  
April 11, RUBI, British str., 1,611, R. W. Almond, Manila 8th April, General.—SHEWAN, TOMES & Co.  
April 11, SUNGKIANG, British str., 1,021, J. Robinson, Hoio 7th April, General.—BUTTERFIELD & SWIRE.  
April 11, YUMSANG, British str., 1,128, P. H. Hoio, Manila 8th April, General.—JARDINE, MATHIESON & Co.

**DEPARTURES.**  
10th April.  
BLENHEIM, British cruiser, for Singapore.  
11th April.  
ANDRE RICHARDS, German str., for Swatow.  
Kwanglo, Chinese str., for Canton.  
STRUBS, British cruiser, for Mrs. Day.  
THALES, British str., for Swatow.  
THEMIS, Norwegian str., for Kobe.  
WOOSUNG, British str., for Canton.

**VESSELS IN DOCK.**  
11th April.  
ABERDEEN DOCKS.—  
KON OON DOCKS.—H. I. G. M. S. Mewe, Lin Pan, Mueang.  
COSMOPOLITAN DOCK.—  
VESSELS PASSED ANJER.  
Mar. 19, Dutch str., Jacoe, Guthrie, Feb. 6, from Rotterdam for Batavia.  
Mar. 20, German str., Duisburg, Maier, Dec. 25, from Hamburg via Australia, for Batavia.  
Mar. 22, British str., Islander, Wright, from Singapore for Christmas Island.  
Mar. 22, Dutch str., Jaza, Feb. 12, from Barry for Batavia.  
Mar. 23, Dutch str., Salak, Sharp, Mar. 23, from Batavia for Rotterdam.  
Mar. 25, British str., Radley, from Singapore for Christmas Island.  
Mar. 29, British str., Islander, Wright, Mar. 28, from Christmas Island for Singapore.  
Mar. 29, Dutch str., Arjoei, de Boer, Feb. 20, from Rotterdam for Batavia.  
Mar. 30, British str., Restorer, Morrel, from Australia for Anjer.

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Hongkong, 9th April, 1904.

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NOTICE.  
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Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 18th April. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 8th April, 1904.

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THE Steamship  
"BENGAL,"  
Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 23rd APRIL, at Noon, taking passage and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 12th April, 1904.

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LONDON & ANTWERP, via SINGAPORE, &c.	MALACCA	Brit. str.	G. Phillips	P. & O. S. N. Co.	About 13th inst.
LONDON &c. via PORTS OF CALL	BENGAL	Brit. str.	A. F. Street	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP.	TELEMACIUS	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	26th inst.
MARSEILLES &c. via PORTS OF CALL	ANTENOR	Brit. str.	Negre	MESSAGERIES MARITIMES	10th May.
BREMEN via PORTS OF CALL	SALAZAR	Frans. str.	Negre	MESSAGERIES MARITIMES	18th inst., at 1 p.m.
HAMBURG	HAMBURG	Ger. str.	Barmeister	MELCHERS & Co.	To-morrow, Noon.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	14th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINIE	14th inst.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Maissen	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	STRASSBURG	Brit. str.	Maissen	HAMBURG-AMERIKA LINIE	14th June.
TRIESTE &c. via SINGAPORE, &c.	SEGOVIA	Ger. str.	Farek	HAMBURG-AMERIKA LINIE	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	TRIESTE	Aus. str.	Mecozzi	BUTTERFIELD & SWIRE	14th inst.
GENOA, MARSEILLES & LIVERPOOL	DOHMENEUS	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	20th inst.
NEW YORK, via PORTS & AMOY CANAL	CHIMUS	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	20th inst.
VANCOUVER, via SHANGHAI, &c.	SHIMOSA	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	20th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	E. of INDIA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. Co.	20th inst.
VICTORIA (B.C.) & SEATTLE via N. SAKI, &c.	ATHENIAN	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. Co.	27th inst.
PORTLAND, OREGON	LYRA	Brit. str.	A. Wagner	DODWELL & Co., LIMITED	4th May.
AUSTRALIAN PORTS	NICOMEDIA	Brit. str.	A. Wagner	BUTTERFIELD & SWIRE	19th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	TAIYUAN	Brit. str.	H.G.H. Lewellin	PORTLAND & ASIATIC CO.	14th inst.
KOBÉ	MANILA	Brit. str.	H.G.H. Lewellin	BUTTERFIELD & SWIRE	About 15th inst.
SHANGHAI	ANHU	Brit. str.	H.G.H. Lewellin	BUTTERFIELD & SWIRE	15th inst.
SHANGHAI, KOBÉ & YOKOHAMA	WOOSUNG	Brit. str.	H.G.H. Lewellin	BUTTERFIELD & SWIRE	About 18th inst.
SHANGHAI	POLYNESIAN	Frans. str.	Le Colpoulier	MESSAGERIES MARITIMES	About 24th inst.
FOOCHOW, via SWATOW & AMOY	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	To-morrow, 10 a.m.
TAMSUI, via SWATOW & AMOY	FRITHJOF	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	17th inst., 10 a.m.
ANING, via SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	24th inst., 10 a.m.
SWATOW, AMOY & POOCHOW	TAITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	20th inst., 10 a.m.
SWATOW & TIEN-TSIN	HAITAN	Brit. str.	Roach	DOUGLAS LAPELLE & Co.	To-day.
MANILA	KANSU	Brit. str.	Roach	BUTTERFIELD & SWIRE	18th inst.
MANILA DIRECT	SUNGKIANG	Brit. str.	Roach	BUTTERFIELD & SWIRE	15th inst.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & Co.	18th inst., 10 a.m.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & Co.	23rd inst., 10 a.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & Co., Ltd.	About 30th inst.
PRONTO	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINIE	27th inst., D'light.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.  
CONNECTION WITH THE  
STEAMSHIP  
"NICOMEDIA"  
Tons. 4,371  
"ARABIA"  
Tons. 4,483  
"ARAGONIA"  
Tons. 5,198  
"NUMANTIA"  
Tons. 4,370  
CAPTAIN  
A. Wagner  
TO SAIL ON  
April 14, 1904  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 29th March, 1904.

## CA NADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 20th April.  
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.  
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.  
R.M.S. "TARTAR" 4,455 Tons. SATURDAY, 21st May.  
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st June.  
Hongkong to London, 1st Class ..... via St. Lawrence 200 via New York 202.  
Intermediate on Steamers, ..... £20. " " £42.  
and 1st Class Rail ..... " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
Passengers Looked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. F. BROWN, General Agent, 9, Fender Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
FOR LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID. MALACCA ..... About 13th April } Freight and Passage.  
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ and KANAGAWA. MANILA ..... About 15th April } Freight and Passage.  
(Passing through the Inland Sea) H.G.H. Lewellin, R.N.E.  
LONDON, &c. .... Bengal ..... Noon, 23rd April } See Special Advertisement.  
G. Phillips  
SHANGHAI ..... CHUSAN ..... About 24th April } Freight and Passage.  
W. B. Palmer, R.N.E.  
For further Particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 12th April, 1904.

HONGKONG-MANILA.  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.  
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
STEAMSHIP TONS. CAPTAIN. FOR SAILING DATE.  
RUBI ..... 2540 R. W. Almond Manila direct. Sat., 16th April, 10 a.m.  
ZAFIRO ..... 2540 R. Rodger Manila direct. Sat., 23rd April, 10 a.m.  
PERLA ..... 1980 A. H. Nottley  
For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 11th April, 1904.

HONGKONG-CANTON LINE.  
THE British steamship  
"YING KING,"  
Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service, and cuisine unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.  
1st Class ..... \$3.00 for Single journey  
2nd " ..... 1.50 " " "  
Meals ..... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904.

MESSAGERIES CANTONNAISES.  
J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY SERVICE.  
THE Comedienne Steamer  
"PAUL BEAU,"  
Captain France, leaves Hongkong for Canton at 9 p.m. on SUNDAY, TUESDAY and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.  
The S.S. "CHARLES HARDOUN,"  
Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
These two magnificent and up-to-date steamers are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European ..... \$3.00  
Second Class European ..... \$2.00  
Second Class Chinese ..... \$1.50  
Deck ..... 50  
The Company's Wharf is at the end of Queen Street, Praya West.  
For further particulars, apply to J. LANDOLT, Agent.  
The Pharmacy, Queen's Road Central.  
Hongkong, 23rd March, 1904.

HONGKONG-MANILA.  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.  
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PERLA ..... 1980 A. H. Nottley  
For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 11th April, 1904.

## HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
BRISGAVIA ..... HAMBURG ..... On 14th April. Freight.  
Capt. Schilke ..... (Calling at Singapore and Colombo) .....  
SUEVIA ..... HAVRE and HAMBURG ..... On 25th April. Freight.  
Capt. von Dohren ..... (Calling at Singapore and Penang) .....  
ARTEMISIA ..... HAVRE and HAMBURG ..... On 8th May. Freight.  
Capt. Gronmeyer ..... (Calling at Singapore and Colombo) .....  
MARBURG ..... HAVRE and HAMBURG ..... On 17th May. Freight.  
Capt. Stern ..... (Calling at Singapore and Penang) .....  
STRASSBURG ..... HAVRE and HAMBURG ..... On 31st May. Freight & Passengers.  
Capt. Madson ..... (Calling at Singapore and Colombo) .....  
SEGOVIA ..... HAVRE and HAMBURG ..... On 14th June. Freight.  
Capt. Forek ..... (Calling at Singapore and Penang) .....  
For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. SAILING DATES.  
1904  
\* HAMBURG ..... WEDNESDAY ..... 13th April  
PRINZ HEINRICH ..... WEDNESDAY ..... 27th April  
BAYERN ..... WEDNESDAY ..... 25th May  
OLDENBURG ..... WEDNESDAY ..... 8th June  
SACHSEN ..... WEDNESDAY ..... 22nd June  
ZETEN ..... WEDNESDAY ..... 6th July  
SEYDLITZ ..... WEDNESDAY ..... 20th July  
ROON ..... WEDNESDAY ..... 3rd August  
PREUSSEN ..... WEDNESDAY ..... 17th August  
PRINZ EUGEN, LUITPOLD ..... WEDNESDAY ..... 31st August  
PRINZ HEINRICH ..... WEDNESDAY ..... 14th September  
GNEISENAU ..... WEDNESDAY ..... 28th September  
BAYERN ..... WEDNESDAY ..... 12th October  
SACHSEN ..... WEDNESDAY ..... 26th October  
ZETEN ..... WEDNESDAY ..... 9th November  
PRINZESS ALICE ..... WEDNESDAY ..... 23rd November  
PRINZ REGENT LUITPOLD ..... WEDNESDAY ..... 7th December  
PREUSSEN ..... WEDNESDAY ..... 21st December  
PRINZ EITEL FRIEDRICH ..... WEDNESDAY ..... 4th January 1905  
PRINZ HEINRICH ..... WEDNESDAY .....  
Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of APRIL, 1904, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 11th April. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 12th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELCHERS & CO., AGENTS.  
Hongkong, 30th March, 1904.

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC CO. BOSTON'S CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, May 4th
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st

\* Not carrying second class passengers. † Cargo only.  
FOR MANILA.  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT ..... 9,606 tons. W. M. Smith ..... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 20th March, 1904.

OSAKA SHOSHEN KAISHA  
REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
FOR STEAMERS LEAVING  
FOOCHOW, via SWATOW, "TRIUMPH" WEDNESDAY, 13th  
AND AMOY "A. HANSEN" April, at 10 a.m.  
TAMSUI, via SWATOW, "M. STRUVE" SUNDAY, 17th  
AND AMOY "T. BRANDT" April, at 10 a.m.  
ANING, via SWATOW, "TRITON" WEDNESDAY, 20th  
AND AMOY "H. KRAFT" April, at 10 a.m.  
TAMSUI, via SWATOW, "FRITHJOF" SUNDAY, 24th  
AND AMOY "H. A. HARALDSEN" April, at 10 a.m.  
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Vaux Road Central.  
Hongkong, 12th April, 1904. T. ABIMA, Manager



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 14th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.
LONDON and ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th inst. for Manila and Hongkong.

For Freight, apply to—

**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 5th April, 1904. [10-11]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"ANHUI"	On 14th April.
SHANGHAI	"WOOSUNG"	On 15th April.
MANILA	"SUNGKIANG"	On 15th April.
SWATOW and TIENTSIN	"KANSU"	On 18th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 23rd April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 11th April, 1904. [12]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to—

**DODWELL & CO., LIMITED,**

General Agents for China and Japan, Hongkong, 4th August, 1897.

## FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 147, Connaught Road Central, Hongkong, 15th March, 1904. [72]

## "THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... .. \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; MESSRS. KELLY & WALSH, Hongkong; and all leading Booksellers in the Far East. Hongkong, 14th February, 1903.

NOW READY.

## DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents. On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai

Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Quinson Gardens, Shanghai;

Messrs. KELLY & WALSH, Ltd., Hongkong

Shanghai and Yokohama;

Messrs. W. HEBREW & Co., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow;

Messrs. A. B. WATSON & Co., Amoy;

Messrs. H. B. WATSON & Co., Hongkong;

Messrs. HONG & Co., "Seoul Press," Seoul;

"NAGASAKI PRESS" OFFICE, Nagasaki;

"KOREA CHRONICLE" OFFICE, Kobe;

"DAILY PRESS" OFFICE, Hongkong; and

the London Office: 131, Fleet Street, Hongkong, 12th December, 1903.

## NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARTEMISIA."

Captain Groumeyer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 5th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 5th April, 1904. [953]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th April, 1904. [4]

## "BEN" LINE OF STEAMERS.

FROM ANWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th April, 1904. [960]

## BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"

FROM TACOMA, SEATTLE, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 5th April, 1904. [7]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be marked out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. *Himalaya* and *Sonali*.

From Calcutta, ex s.s. *Syria*.

From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N.* Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., To-day, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th April, 1904. [1]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

Arrow, British 4-m. barque, McDonald—Standard Oil Co.

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## TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895

Russia, Agreements as to Corea; United States Extradition Treaty, 1896; Great Britain (Alliance) 1902

## TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1878

United States, 1882; Great Britain, 1895.

## TREATIES WITH SIAM

Great Britain, 1896; France, 1893; Japan, 1893

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Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention 1899.

## Great Britain and Siam, 1899.

## CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

## LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1865, 1877, 1878, 1881, 1884, 1886, 1893, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shanghai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Regulations for Japan, &c.

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France:—Tientsin, 1858; Convention, 1860; Tientsin, 1895; Conventions, 1898, 1897, and 1898; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1893.

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Russia:—St. Petersburg, 1851; Russian Land Trade, 1861; Port Arthur and Talienwan Agreement, 1888.

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